

TO ATTACK PROBLEM OF TRANSPORTATION

American International Terminals Co. Will Study Transfer Systems.

LARGE OBSTACLES SEEN

Announcement has been made at the offices of the American International Corporation of the formation of the American International Terminals Company, a concern which will have as its main purpose the study of problems relating to railway, steamship, warehouse and industrial terminals both in this country and abroad. The company has been organized under the laws of Delaware, and its first job will be the study of terminal conditions at this port, with the view of presenting a scientific plan for the wiping out of the congestion which during the last year has seriously crippled our export trade.

The new concern will have as directors George J. Baldwin and William S. Kies, vice-presidents of the American International Corporation; Richard P. Tinsley, secretary-treasurer of the same concern; J. H. Perkins and Edward P. Currier, vice-presidents of the National City Bank; Charles E. Mitchell, vice-president of the National City Company, and E. S. Webster, H. R. Hayes and O. E. Stevens of Stone & Webster.

It was pointed out that the American International has been studying the propositions for the improvement of terminal properties in all parts of the world.

It is a well recognized fact that transportation everywhere, both rail and water, has developed more in its traveling equipment than in terminal facilities.

Big Transportation Problem.

The capacity of a railroad is limited to the amount of traffic it is possible for its terminals to handle. If the feeding lines of a railroad system are loaded to their maximum capacity the majority of their terminals are not sufficiently developed to distribute the business carried in. The transfer of goods from rail to water lines is the expensive problem of transportation at the present time, and it is this problem that the new concern will attempt to solve.

Will H. Lyford, who has been general counsel for the Chicago and Eastern Illinois Railroad, has been retained by the new company as consulting expert. He has had many years of experience with the largest terminal railway system in Chicago and has aided in the establishment of terminals in other cities. It was through his efforts that more than a dozen railroad companies were induced to cooperate in the formation of the Belt Railway of Chicago, which resulted in the completion and operation of the largest railway clearing yard in the world.

When interviewed yesterday, Mr. Lyford said in part:

"Within the last five years the subject of terminal facilities for transportation systems has become a matter for general discussion. Each railroad company had built up gradually the facilities deemed necessary to enable it to receive and deliver at its terminal stations the amount of freight which was expected to it."

"As the volume of freight increased, the facilities were added to, but generally under the pressure of demands for immediate relief from an avalanche of traffic, and any makeshift was resorted to which would furnish such relief. As a consequence inadequate provision was made in acquiring the necessary real estate for terminal development, and the communities which had nearly always grown up at the terminals of transportation systems have been hemmed in the adjoining land has increased to such an extent as seemingly to prohibit the extension of the facilities to keep pace with the growth of traffic."

Enormous Outlays Needed.

"Usually, further development can be accomplished only by the expenditure of vast sums of money for acquiring additional land, removing expensive buildings and erecting others adapted to the handling and storage of freight."

"The principal reason for this is competition between carriers has been insisted upon by the Federal and State laws and has not imbued the minds of the responsible heads of transportation systems that no successful attempt has been made to bring about cooperation in the use of facilities and thereby secure greater efficiency from those already existing."

"Nearly every railroad executive and engineer is so oppressed by his daily grind to keep his road in operation, to meet in some way the critical demands of passengers and shippers and to keep the books of the bankruptcy court, that he has no time to study the facilities and methods of his neighbors. The thought of cooperation with them has never occurred to him, perhaps principally because of the ingrained fear of public attack for unlawful suppression of competition."

"Within the last three or four years some large cities, particularly New York and Chicago, have awakened to the fact that they were materially interested in the extent and efficiency of transportation terminals. Streets became impassable because of traffic congestion, vehicles endeavoring to reach railway and steamship terminals, and shippers began to realize that they were losing more money in wages and time in operating motor and horse truck standing in line in crowded streets awaiting chances to load or unload than they were making as profits on the purchase and sale of the freight on the trucks."

Mr. Lyford explained that investigations into the delivery of freight showed that the delays generally occurred at terminals. He said that there were periodic occurrences of congestion and finally referred to the recent congestion of freight in terminal yards in and about the port of New York.

New York Not the Only Sufferer.

"These recent conditions at New York," he said, "have been duplicated in other large centers of transportation throughout the country. If it were possible to pick out separate shipments which filled the thousands of cars which were held under load around New York harbor for months at a time during the last year it would doubtless be cases in hundreds of thousands of movements, loss of earnings of cars which were standing under load, would be ten times the gross revenue received from the shipper or consignee of the freight."

All of these facts have become apparent to the officers of the American International Corporation and National City Bank in their activities to develop trade between this country and foreign countries. Everywhere there seems to be a wonderful lack of necessary facilities for the prompt movement of freight through large ports and inland centers of transportation."

Briefly, Mr. Lyford said that the investigation made by these men showed that capital requirements to improve the resources of the carriers which owned their separate facilities and that the conclusion was reached that cooperation of all carriers and the operation of joint facilities would result in tremendous

economies if such cooperation could be brought about. He concluded:

"The subject seemed to require the attention of men skilled in finance, in transportation, in engineering, in viewing broadly business situations and in law. They determined to form an organization for the purpose of meeting this situation in a broad way, and to that end they have formed the new corporation."

MURDER ON BOARD LINER NEW YORK

Stoker Killed in Fight and Assistant Engineer Dies in Coal Slide.

The American liner New York came in belated last evening from Liverpool, short-handed in the engineering force because of the murder of one of her Scotch stokers, Robert Harkness, and the death under an avalanche of coal of an assistant engineer, Michael MacMillan.

Harkness and other Scotch-Irish in the stokehole quarrelled with a group of Russian Finns, also stokers, and there was a fight in which Harkness was hit on the head by an iron bar. The liner was just about to sail for this port. Harkness died before the ambulance came.

On the morning of the second day out, when all passengers were in their berths, a coal slide smashed down on MacMillan. His subordinates dug fifteen minutes at wild speed before they uncovered him. Dr. Paul H. Tracy, ship's surgeon, was waiting with restoratives for MacMillan. Examination showed that he had died instantly of a broken neck. He was buried at sea the same morning. Few of the passengers knew of the incident.

1 KITE FLIER DEAD; 2 HURT.

All Victims of Falls, Two From Fire Escapes.

One boy was killed and two others were severely injured yesterday in falls when climbing to the roofs of their homes to fly kites or while actually flying them.

Solomon Silverman, 6, of 1831 St. John's place, Brooklyn, died in St. Mary's Hospital from a fractured skull suffered when he fell from the fourth story landing of the fire escape of his home.

In the same hospital Oscar Zitzkin, 6, of 1578 Pitkin avenue, Brooklyn, lies between life and death, suffering from a fractured skull. He fell from the second floor fire escape of his home.

When flying a kite from the roof of 107 East Twenty-second street, a four-story building, George Allen, 17, of 421 East Twenty-second street, backed off the roof. Several clotheslines broke his fall to the back yard, but his skull was fractured and he was taken to Bellevue Hospital in a critical condition.

COLLEGE MEN MAKE FARMS PAY

Wicks Committee Finds Education Street Road to Success With Soil.

Only one-third of the farmers of this country are making money, according to statements made during the past week to the members of the Wicks investigating committee, which has been holding sessions at the College of Agriculture in Ithaca. Of the rest one-third would be better off financially if they would place what money they have at 5 per cent interest and hire out as farm laborers. Another third is just about breaking even.

Statistics placed at the disposal of the committee revealed that the high school graduate makes his acres pay twice as well as the man who never went beyond grammar school, while the college man makes three times as much.

NO FEAR OF STARVATION.

Rock Island Survey Reports Supplies Are Adequate.

After an agricultural survey made by the Rock Island lines, as a voluntary contribution to the research work of the National Yachting Club, it was found that the United States would not have to resort to bread tickets or meat diet restrictions in case of an invasion and blockade by a foreign foe.

Emergency increases of from 10 to 50 per cent in the supply of breadstuffs and pork are possible in most of the Mississippi Valley States, according to statements from a dozen State experimental stations in the July issue of the *South-east Trail*, the Rock Island's official farm magazine.

200,000 SHIRINERS EXPECTED.

Delegates Pouring Into Buffalo To Have Splendid Parade.

BUFFALO, July 9.—Shriners for their Imperial Council session began pouring into Buffalo last night and to-day by special trains from all over the world.

The session opens Tuesday morning and continues for three days. It is estimated that 200,000 strangers will be here. About 4,000 uniformed men of the order's Arab patrols and bands will participate in the parades and drills.

J. Putnam Stevens of Portland, Me., probably will be successful as Imperial Potentate by Henry F. Niedringhaus, Jr., of St. Louis, now Imperial Deputy Potentate. A number of applications for charters for new temples will be acted upon.

HUNT FOR BROOKLYN MAN.

Friends Report W. J. McCue Has Been Missing for Ten Days.

William J. McCue, a Brooklyn plumber, with two sons, who lives at 383 Bainbridge street, has been missing for ten days, and yesterday the Seventh detective branch was asked by James McCue, a brother of the absent man, to aid in a search.

McCue set out from his home on the morning of June 30 to collect bills. He was expected to return early in the afternoon. Friends could find no trace of the plumber.

Drowns in Night of Wife. George A. Pfannkuck, a fireman of Maspeth, L. I., drowned yesterday in Sands Bay, an inlet of Jamaica Bay, while he and his wife and two little children looked on powerless to help him. Pfannkuck and two companions had been fishing and were docking at the pier of the Canarsie Yacht Club when their rowboat capsized. The body was recovered.

Burns Fatal to Child.

Joseph Flynn, 3 years old, died in the Harlem Hospital last night of burns he suffered while playing around a bonfire in the rear of his home, 187 East 103d street.

Two Drown as Rescue Fails.

BRIDGEPORT, July 9.—Patrick Sullivan, 50, of St. John's street, was drowned in the harbor last night when he fell or walked over a pier, and an unidentified young man was drowned in attempting to rescue him. Sullivan's body was recovered.

HUGHES TO ACCEPT FORMALLY JULY 31

After the Notification Ceremony Here Nominee Starts on Western Tour.

THEN GOES TO MAINE

He, Roosevelt and Taft May Appear Together—Big Southern Campaign.

BRIDGEHAMPTON, July 9.—The notification ceremonies at which Charles E. Hughes, in his speech accepting the Republican nomination for the Presidency, will define his attitude toward national issues, will take place in New York city July 31, according to present indications.

It is expected that almost immediately afterward the nominee will begin his trip to the Pacific coast, returning in time to deliver several speeches in Maine before the close of the campaign there, early in September. It is probable Col. Roosevelt and ex-President Taft will be asked to speak in Maine, and it is also probable that on at least one occasion the two former Presidents will appear on the same platform with Mr. Hughes.

It is learned on excellent authority that the Republicans will make a strong bid for the Southern States bordering Mason and Dixon's line this year. Mr. Hughes is understood to hope that he will not be called on to deliver more than a dozen speeches on the Western tour. The real whirlwind campaign, with rear platform speeches, will begin after the Maine election, with probable trips to the South and to whatever doubtful States may seem to demand attention.

Love Feast Planned.

As the time approaches party leaders are beginning to look upon the notification ceremony as an occasion of great importance. The purpose is to invite the leading Progressive and Republican workers from all sections of the country to New York and make the event a great love feast, at which, if possible, the last vestige of discord between the former warring factions will be removed.

Not only will the Progressives see and hear their new leader, but opportunity will be given for a conference in which campaign plans may be discussed in detail. That a large gathering may be accommodated, it is thought that Carnegie Hall itself, rather than Carnegie Lyceum, will be selected for the meeting. The date will not be definitely determined until after Mr. Hughes has had further conferences with Chairman Wilcox, but a Monday is known to be favored by some of the leaders in order that men coming from a great distance may take advantage of the week end for travelling.

Republican leaders are hopeful that the result of the Maine election will give evidence of a complete reunion of Republicans and Progressives in the Pine Tree State. Their advice indicates harmony between the two organizations, but the campaign managers do not intend to permit encouraging reports to cause any relaxation of vigilance.

Campaign in Border States.

The leaders are convinced that the Southern border States are fighting ground this year and they purpose to devote much more than their ordinary amount of ammunition in an effort to swing them into the Republican column. A. T. Heart, Republican National Committee man for Kentucky, spent several days in New York just after the Chicago convention and in conferences expressed confidence that his State would desert the Democracy if the Republican campaign was made. Maryland, West Virginia and Tennessee are also considered debatable territory and it is almost certain that Mr. Hughes will devote personal attention to all of them.

To be fully equipped when the time comes to fire the opening gun of the campaign Mr. Hughes has decided to curtail his golf playing. Instead of going to the links bright and early each day he has decided to seat himself in his study and begin work on his speeches immediately after breakfast every morning.

GREENWICH SUSPECTS MURDER.

Identity of Man Found Slain There Is Not Ascertained.

GREENWICH, Conn., July 9.—The identity of an apparently well-to-do man found in a vacant lot opposite the Sun Beach Congregational Cemetery by small boys yesterday has not been ascertained. The Greenwich authorities are unable to determine whether the stranger met his death by foul play or committed suicide.

A bullet wound in his right temple and a revolver with one discharged cartridge at his side at first indicated that he had taken his own life. Later, however, a bullet, which fitted the discharged chamber of the revolver was found in his pocket. A flesh wound evidently made by a knife was also discovered on his right arm, indicating that he might have been attacked and then shot down in cold blood. He was about 60 years of age, five feet five inches in height and weighed 165 pounds.

TERMINAL FOR BARGE CANAL.

To Be Built on Site of Piers Nos. 5 and 6, East River.

ALBANY, July 9.—A modern terminal, equipped with facilities to handle a large volume of barge canal freight, will be erected in the East River on the site occupied by Piers 5 and 6, Manhattan. Attorney-General Woodbury announced to-night after completing negotiations for the transfer of this site from the city to the State.

The new terminal, which will be an adjunct of the barge canal, will cost \$100,000. With the payment of \$191,000 by the State to the city of New York, which represents the amount expended by the city in erecting Piers 5 and 6, the negotiations were closed.

Deputy Attorney-General Anson Getman, chief of the title bureau of the Attorney-General's office, is engaged in similar negotiations, the purpose of which is to effect the conveyance from the city to the State of other lands located in and around New York for barge canal purposes.

Policeman Stops Runaway.

An policeman Zelbel of the Morrisania station was waiting for his relief at 101st street and Washington avenue yesterday, a runaway horse hitched to an empty carriage galloped up. The officer caught the bridle and was hurled through a park railing. He was cut and bruised, but succeeded in stopping the horse. The rig was owned by Louis Hirsch of 489 East 163d street.

HUGHES ALLIANCE TO BE INCORPORATED

Non-partisan Body Which Ran Governorship Will Be National in Scope.

A STATE LEAGUE ALSO

Announcement of Membership of the Campaign Committee Expected To-day.

Announcement probably will be made to-day of the members of the Republican campaign committee. Progressives and men of the Hughes Alliance are expected to figure prominently in its composition, despite the resentment William Barnes, Jr., and other Old Guard leaders are said to feel toward such control of the Republican campaign.

The Hughes Alliance, which will be one of the active cooperative agencies in the campaign, will file articles of incorporation to-day. The directors include Republicans, Progressives and Democrats. This organization was a potent non-partisan body in its work for Mr. Hughes in his second Governorship campaign in 1908.

One section of the constitution provides that "no local branch or auxiliary branch of the organization shall be known or designated as representing citizens of any particular foreign extraction," and other sections set forth that the alliance and each branch shall be kept non-partisan in character and activities, and that it shall "work in entire harmony and cooperation with party committees and with other organizations in behalf of Presidential electors pledged to vote for Charles E. Hughes for the Presidency."

State Alliance Also.

Four hundred members of the general State committee, forming a representative group of men of all parties from every county in the State, have already been chosen and will be called together soon to effect a permanent organization of the New York State alliance. This general committee, which will be the governing body of the alliance, will hold its organization meeting in New York city, and the headquarters of both the State and the national organizations will be located in the new Postal Life Building, in West Forty-third street, in which the Republican National Committee will also have its headquarters.

Mr. Hughes and Chairman Wilcox of the national committee have both approved the plans for the alliance, and those interested say it will take under its control or direction all organizations working for the election of Mr. Hughes which have no direct connection with a local, State or national party organization.

Following are the incorporators: Darwin R. James, Jr., who was president of the old Hughes Alliance in the 1908 campaign; Winford T. Denison, recently Secretary of the Interior in the Philippine Islands; Robert McC. Marsh, member of the Assembly; Capt. Arthur F. Cosby, late secretary of the Roosevelt Republican committee; Nathaniel Phillips, president of the National League of Foreign Born Citizens, and Albert S. Bard, chairman of the legislative committee of the Citizens Union.

Members of Directory.

The directors are: James Byrne, Democrat, New York city; Ernest Cawcroft, former Progressive leader, Jamestown; Alfred C. Case, Jr., president of the New York Young Republican Club, New York city; Charles M. Dow, banker delegate to the late Constitutional Convention; Robert C. Morris, ex-chairman of the Republican committee; Nathaniel Phillips, president of the National League of Foreign Born Citizens, and Albert S. Bard, chairman of the legislative committee of the Citizens Union.

\$1,029,034 SAVED CITY IN LAST YEAR

Commissioner Williams Reports on Economies in His Department.

The annual report for 1915 of Commissioner Williams of the Department of Water Supply, Gas and Electricity, made public yesterday, claims cash economies of \$1,029,034 over 1913, the last year of the preceding administration. And yet more service was given than in 1915.

The economies are distributed as follows among the four bureaus of the department: Water supply, \$573,736; gas and electricity, \$346,802; water register, \$96,304; administration, \$11,992.

During the two year period 41,000,000 gallons more have been pumped daily and the water mains have been extended to 152 miles in length. Also 119 miles more of streets had to be lighted. Much of the lighting economy was effected through the substitution of nitrogen lamps for most of the 15,000 arc lights in streets and parks.

The report says that it is expected it will be possible to use the full water supply from the new Catskill system by April, 1917, in conjunction with the Croton supply.

APPOINTED TO WEST POINT.

Stephen Sherrill and Robert A. Schow Designated on Long Island.

Stephen Sherrill of East Hampton and Robert A. Schow of Winfield have been appointed to West Point by Representatives P. C. Hicks of the First Congressional district and C. P. Caldwell of the Second respectively. More than 200 applications for appointment were made in the Long Island district.

SHOOTS WOMAN; ENDS LIFE.

Man Attacks Sister-in-law for Refusal to Give Him Jewelry.

BRIDGEPORT, July 9.—Because she refused to give him her jewelry, Samuel Merson to-night shot his sister-in-law, Mrs. Julius A. Merson, at her home, and then committed suicide. Mrs. Merson is in a critical condition.

Man Attacks Sister-in-law for Refusal to Give Him Jewelry.

Merson fired four shots into the woman's body. He then went into another room and shot himself in the head. He was about 35 years old.

Help us to Hold Down Tire Prices

TIRES, and GASOLINE, "make the Wheels go round!"

A Car in the Garage COSTS as much as a Car-on-the-Road, but it pays no dividends, on the investment, so long as it STAYS in the Garage.

The VALUE of the Car,—to its Owner,—narrows down, in the ultimate, to the precise number of Hours he USES that Car, yearly.

If a \$2,000 Car be owned for, say, 4 years (then sold for \$600.) there has been \$1,400 of Car-Value absorbed by the Owner,—equal to, say, \$350. per year.

If then, that Car be USED 913 Hours in the year, it would cost him but 38 CENTS per Hour, for Car-Use.

But,—if he used it only HALF that number of Hours, yearly, the Car would cost him 100% MORE for every Hour he used it.

How MUCH he uses it will depend,—to a considerable extent,—upon the PRICE of TIRES and GASOLINE.

THIS was one of the reasons why we (Jan. 31st, 1915) inaugurated the Goodrich "FAIR-LIST" Propaganda against High prices, and Padded-Price-Lists, on Tires.

It is a further reason why we NOW keep our own Goodrich Prices DOWN to the very moderate "Fair-List" figures here quoted.

In keeping OUR Tire prices down we (being, by far, the largest Auto and Truck Tire Mfrs. in America) restrain others from unduly raising THEIR Tire Prices to the limit which a fast-rising demand, for Tires, sorely tempts manufacturers to charge.

BETTER Fabric Tires are NOT made, and cannot be made,—at ANY price,—than are produced by The B. F. Goodrich Co.

A 15% to 50% higher price could well be justified for these same Tires, by fair comparison with other Tires sold at 15% to 50% higher prices.

Will you help your own interests (present and future), by further expanding the Sale of that Tire which demonstrates its Intention, through LOWERING the Cost of its Tires to you, with every INCREASE in its Volume?

Will you thus endorse, and support, a Policy which PREVENTS OTHERS from forcing UP the Market on Tires?

Compare Goodrich Fair-List prices, here quoted. Bear in mind that NO Fabric Tires,—at ANY price,—are "better,"—no House more Fair, and LIBERAL, on proper Adjustments.

THE B. F. GOODRICH CO., Akron, O.
New York Branch: 1780 Broadway. Telephone Columbus 7201



GOODRICH "Fair-List" Prices		
30 x 3	Ford Sizes	\$10.40
30 x 3 1/2		\$13.40
32 x 3 1/2		\$15.45
33 x 4		\$22.00
34 x 4		\$22.40
35 x 4 1/2	(Safety-Treads)	\$31.20
36 x 4 1/2		\$31.60
37 x 5		\$37.35

NOTICE.—These Tires are as perfect as Fabric Tires can be made. But, should any dissatisfaction whatever arise, with any Goodrich Tire, its Owner is invited, and REQUESTED, to take the matter up promptly with us,—the Makers.

He will find that Fair, Square, and LIBERAL treatment will always be extended, on all proper adjustments.

THE B. F. GOODRICH CO., Akron, O.

GOODRICH Tires

Black "Barefoot" Tires

"TEXTAN"—Does for your SHOE Soles what black "Barefoot-Rubber" does for Goodrich Tire Soles.

—Wears longer than Leather! —Is Non-Slippery! —Is more Flexible than Leather!
—Is Waterproof! —Is Lighter than Leather! —Is EASIER on your Feet!

Ask your Shoe Dealer, or Shoe Repairer, for Textan Soles on your next pair of Shoes.